



North Texas S2000 Owners Club Newsletter

1st Quarter 2005 January - March * www.s2000.org * www.s2ki.com "North Texas Forum"

Welcome to NTS2KOC 2005

I'm happy to say that we are all setup and ready to go for 2005. The board of directors are in place, the calendar of events is complete, and so is the first newsletter. You will see that we've added several new events to the calendar for 2005 as well as many of the favorites. The Speedzone Challenge is a new addition to take the place of the indoor karting outfit that failed us miserably last year, and subsequently went out of business. You can read more about the challenge in this newsletter. We will also be moving our weekend drive and fall colors tour to the Hill Country this year. A new route with more twisty roads along with our friends in Austin should make this an event not to be missed. For you die-hard autocrossers out there we've expanded the autocross season to seven events.

You've probably also noticed by now that the newsletter looks a little different than last year. A little less flash and maybe a bit more content. In the end, it was just taking up too much time to produce the newsletter in that format on my own. This year I hope to get more articles from our membership and beyond. For instance, check out the new School Zone section of this newsletter which features an article by Andy Hollis, multiple National Solo II Champion and Evolution Autocross School Instructor.

Well, that's about it. Enjoy the newsletter and we hope to see you out and about this year.

David Smart
President
North Texas S2000 Owners Club

2005 NTS2KOC Directors

The following individuals have made themselves available to serve on the 2005 board of directors. If you have a desire to serve or just help out on the board speak up. We could always use more help! Please direct your questions and suggestions to the following individuals.

Executive Director – David Smart (dsmart@s2000.org)
Assistant Executive Director – Mark Lang (elistan@elistan.com)
Membership Director – Canadice Stein (cc@elistan.com)
Track Events Director – Mark Lang (elistan@elistan.com)
Social Events Director - Dave & Jo Temming (temming@temming.com)
Communications Director – David Smart (dsmart@s2000.org)
Treasurer – Al Tees (atees@probex.com)
Webmaster – Todd Marcucci (todd@s2000.org)
Photo Coordinator – David Grooters (david.grooters@eadstelecom-na.com)

Calendar of Events

This will serve as our working calendar of events. Each month we will post additional information about the event in the North Texas forum of www.s2ki.com. There is now a direct link to our forum from our webpage at www.s2000.org. Please note that membership in the club is NOT required to attend.

January:

15th – New Year Dinner GTG
29th – Speedzone Challenge*

February:

12th – Dinner GTG
19th – *Autocross #1*

March:

5th – PCA Autocross School
12th – Dinner GTG
26th – BBQ Run (Drive)

April:

2nd – *Autocross #2*
16th – Dallas Auto Show
23rd – Ennis Blue Bonnet Drive

May:

14th – Dinner GTG
28th – Speedzone Challenge

June:

18th – *Autocross #3*
25th – Drive (Poker Run)

July:

9th – Lake Day at Tees
23rd – *Autocross #4*

August:

6th – Dinner GTG
27th – Speedzone Challenge

September:

3rd – *Autocross #5*
17th – Hill Country Weekend Tour (Austin, Marble Falls)

October:

1st – *Autocross #6*
22nd – Dinner GTG

November:

5th – *Autocross #7*
19th – Dinner GTG

December:

3rd – Holiday Party & Autocross Awards



New 2005 Members

We've begun taking applications for 2005 and would like to thank the following members for their new membership or renewal application. The application is now available on-line at www.s2000.org with the option to pay dues via PayPal or snail mail. The cost of membership is \$35.00. Thanks to the following for leading the pack so early in the year.

Erik Plunk
Lane Roathe
James Davis
Gene Bricker
Jason Maatsch
James Horton
Bruce Bradford
David Smart
David Hand
Marco Ochoa
Robert Jenkins



Speedzone Challenge

So, several of you by now have seen the Speedzone Challenge dates on the calendar. The idea behind these races is to add a little competition in the months we are not autocrossing or attending track days. If we're lucky, it could also light the competitive fire under a few S2000 drivers who do not currently race their S2000 with us.

Format:

The events will run on Saturday, early afternoons, before Speedzone gets crowded. We're currently only considering the Grand Prix cars for the competition. They are the fastest, most consistent, and easiest to score. For those who are unfamiliar, the Grand Prix cars run on a road style course for a single timed lap which is very similar to our autocross setup.

There will be a series of races including Qualifying, Pre-Final, Chance, and the Final. The goal here is to offer everyone as much racing as possible no matter the finishing position. I just ask that everyone be as flexible as possible as we make changes to make this the best event possible.

Race Day:

- 1) Qualifying - Each driver will get a minimum of 5 runs (we'll see how long this takes). The best 3 runs will be combined to derive a final score. The top 50%, or a minimum of 6 drivers, will continue on to the Pre-Final race. The lower 50% will participate in the Chance race.
- 2) Pre-Final - The top 50% from Qualifying will get 3 runs. The best run will determine the score. The top 4 drivers will move to the Final race.
- 3) Chance - The lower 50% from Qualifying will get 2 runs. The best run will determine the score. The top driver will move to the Final race.
- 4) Final - The 4 drivers from Pre-Final and 1 driver from Chance race will get 3 runs. The best run determines the score. The top 3 drivers will receive an undetermined award.

Cost:

The cost will be approximately \$20 depending on how much you race. Each lap in the Grand Prix cars is about \$2.00. As an option, an unlimited 2 hour pass can be purchased for \$29.

2004 Wrap Up

We wrapped up 2004 in true fashion at the Temming's 4th annual Holiday Party. Dave & Joe hosted another fantastic party with great food, a new white elephant gift exchange, and the Highland Park holiday lights tour. The NTS2KOC also handed out trophies to it's autocross champions during the social mixer prior to the party. Congratulations to the following individuals.

S2000 R

David Smart – 1st Place
Mark Lang – 2nd Place
Tom Lang – 3rd Place

S2000 Street

Stanford Curry – 1st Place
Marcus Taylor – 2nd Place
Canadice Stein – 3rd Place

Miata R

Iain Peebles – 1st Place
Rich Keesecker – 2nd Place
Mick Harrison – 3rd Place

Miata Street

Joseph Conti – 1st Place
Jon Wager – 2nd Place
Marc Johnson – 3rd Place

Open R

Jim Harris – 1st Place
Michael Vasey – 2nd Place
Todd Marcucci – 3rd Place

Open Street

Kevin Goins – 1st Place
Corey Deyalsingh – 2nd Place

Most Improved Driver – Al Tees (S2000 Street)

North Texas S2000 Autocross Series

2005 SCHEDULE:

February 19th
April 2nd
June 18th
July 23rd
September 3rd
October 1st
November 5th



NOTE: Preregistration is required and will begin two weeks prior to each autocross. For information about the events please see: www.s2000.org/nts2koc/autox.shtml

POINTS: The club will award points during each of the seven autocross with a final championship being awarded at the end of the season. Only the best five finishes for each driver will count towards the championship. All drivers in attendance will receive at least one point. The points scale will be 9, 6, 4, 3, 2, 1, 1, 1...

CLASSIFICATION: The cars will be divided into two classes to provide reasonable competition. The default classes are S2000 Street and S2000 Race. (The only differentiation being R-compound tire choice.) Classification of other models will be based on attendance. A quota of at least five of a particular model is required for points to be awarded at an event. Tire choice will only be a factor if there are five each of street and race tired cars. In order for a championship to be awarded, at least 75% of the events need to meet the quota. All models that do not form a class may compete for the championship in the Open class.

The School Zone

ANDY'S TOP TEN AUTOCROSS DRIVING TIPS

By Andy Hollis

1. Position first, then speed. Positioning the car perfectly is more important than trying to attain the highest potential speed. For example, you will drop more time by correctly positioning the car nearer to slalom cones than you will by adding 1 or 2 MPH in speed. Same with sweepers (tight line). Same with 90-degree turns (use all of the track). Also, position is a prerequisite for speed. If you are not in the correct place, you will not be able go faster. Or at least not for very long!
2. Turn earlier...and less. To go faster, the arc you are running must be bigger. A bigger arc requires less steering. To make a bigger arc that is centered in the same place, the arc must start sooner (turn earlier).
3. Brake earlier...and less. Waiting until the last possible second approaching a turn and then dropping anchor at precisely the correct place so that the desired entry speed is reached exactly as you come to the turn-in point is quite difficult to execute consistently. Especially when you consider that you get no practice runs on the course, and the surface changes on every run, and you aren't likely to be in exactly the same position with the same approach speed on every run, etc. Better to start braking a little earlier to give some margin of error. And by braking less you can either add or subtract braking effort as you close in on the turn-in point. This will make you consistent and smooth.
4. Lift early instead of braking later. Continuing with the philosophy of #3, when you need to reduce speed only a moderate amount, try an early lift of the throttle instead of a later push of the brake. This is less upsetting to the car, is easier to do and thus more consistent, and allows for more precise placement entering the maneuver (remember #1 above).
5. Easier to add speed in a turn than to get rid of it. If you are under the limit, a slight push of the right foot will get you more speed with no additional side effects. On the other hand, if you are too fast and the tires have begun slipping, you can only reduce throttle and wait until the tires turn enough of that excess energy into smoke and heat. Don't use your tires as brakes!
6. Use your right foot to modulate car position in constant radius turns, not the steering wheel. In a steady state turn, once you have established the correct steering input to maintain that arc, lifting the throttle slightly will let the car tuck in closer to the inside cones. Conversely, slightly increasing the throttle will push the car out a bit farther to avoid inside cones. It is much easier to make small corrections in position with slight variations in the tires' slip angle (that's what you are doing with the throttle) than with the steering wheel.
7. Unwind the wheel, then add power. If the car is using all of the tire's tractive capacity to corner, there is none left for additional acceleration. At corner exit, as you unwind the wheel, you make some available. If you do not unwind the wheel, the tire will start to slide and the car will push out (see #6 above).
8. Attack the back. For slaloms (also applicable to most offsets), getting close to the cones is critical for quick times (see #1). To get close, we must move the car less, which means bigger arcs. Bigger arcs come from less steering and require earlier turning (see #2). Now for the fun part... When you go by a slalom cone and start turning the steering wheel back the other way, when does the car start to actually change direction?

Answer: When the wheel crosses the center point (Not when you first start turning back!) How long does that take? If you are smooth, it takes .25 - .5 seconds. Now, how long is a typical person's reaction time? Answer: about .5 seconds. Finally, how long does it take to go between slalom cones? Answer: Typically on the order of 1 second. Given all of that, your brain must make the decision to begin turning the steering wheel back the other way just *before* you go by the previous cone!! Since this is a mental issue, a good visualization technique to get used to this is to think about trying to run over the back side of each slalom cone with the inside rear tire of the car. To hit it with the rear tire (and not the front), the car must be arcing well before the cone and the arc must be shallow. Attack the back!

9. Hands follow the eyes, car follows the hands. 'Nuf said.

10. Scan ahead, don't stare. Keep the eyes moving. Looking ahead does not mean staring ahead. Your eyes must be constantly moving forward and back, and sometimes left and right. Glance forward, glance back. Your brain can only operate on the information you give it.

Bonus Tip: Don't forget the stuff in between the marked maneuvers! Too often we think of a course as series of discrete maneuvers. There is typically more to be gained or lost in the areas that are in between. Pay special attention to the places where there are no cones.

Tech Tips – No More MAP Whack!

Those of you who have had your S2000 for a while have gotten used to the idea that the F20C has it's good days and bad days. For many years enthusiasts have found the MAP Sensor to be the culprit of inconsistent engine hesitation. The hack fix was to remove the sensor and whack it with a screwdriver (do a search on S2Ki for more info). Finally, Honda has recognized this to be a problem and issued a Technical Service Bulletin. If you don't have this problem, just be thankful!

Released December 3, 2004. Service Bulletin 04-073, Intermittent Hesitation During Hard Acceleration

SYMPTOM - Engine hesitation at high rpm.

PROBABLE CAUSE - During hard acceleration, engine vibrations may cause shifting of the contacts at the MAP sensor. This may cause wear that changes the resistance of the connection at the MAP sensor.

CORRECTIVE ACTION - Replace the MAP sensor, and install the MAP sensor holder.

PARTS INFORMATION:

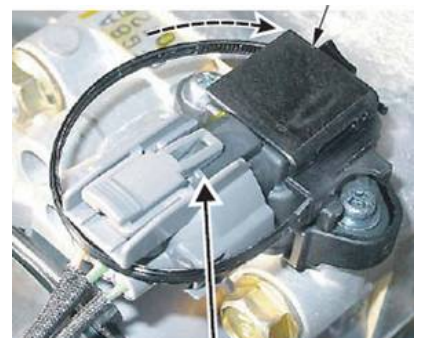
MAP Sensor and Holder Kit:

P/N 06176-PCX-000, H/C 7868599

Tie Wrap:

P/N 32125-PCX-003, H/C 7868607

If your car is out of warranty a goodwill repair may be considered through your dealer. If not, the cost of the new parts kit is \$65. An option is a 50 cent zip tie with three drops of superglue to hold it in place (if your sensor is still in good shape). ☺





North Texas S2000 Owners Club
8912 Cedar Breaks
Plano, Texas 75025

2005 Regular Membership Application

(Mail completed application and dues check to above address. Your membership card will be mailed back.)

About You

Name	S2Ki Name
Phone Number	E-mail
Address	Suite or Apt
City /State	Zip
Drivers License	Spouse / Partner
Profession	Age
Racing License or Performance Driving Training	

About Your S2000

Serial Number / Year	Colors (Ext/Int)
Date Purchased	Dealer
Current Odometer Reading	Performance Mods
Audio Mods	Aesthetic Mods
Other Mods	

About Your Preferences

Meet and Drives	Track Days
Technical Seminars	Dinners/Socials

Payment of 2005 Dues

Check for \$35.00 made out to NTS2KOC	Renewal?
---------------------------------------	----------

WARNING: Motorsport events are inherently dangerous. Driving can result in injury or even death in the event of an accident or collision. Your signature on this form indemnifies the North Texas S2000 Owners Club and its officers, members and all other participants from any and all liability.

I agree that I am responsible and liable for my own actions and decisions. I agree to abide by all North Texas S2000 Owners Club bylaws, rules and regulations.

Signature	Date
-----------	------